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ESTABLISHED 1857

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No. 15,200. 號百二千五萬一第 日六十月一十年二十三緒光 HONGKONG. MONDAY, DECEMBER 31ST, 1906. 一拜禮 號一十三月二十年六零百九千一英港香 PRICE, \$3 PER MONTH.

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[a234]
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Hongkong, 13th December, 1906. [30]

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All letters for publication should be written on one side of the paper only.

No anonymous signatures—communications that have already appeared in other papers will be inserted.

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BIRTH.

On December 24th, at Anping, South Formosa, the wife of H. W. ARTHUR, of a daughter. (Ann Gordon Noel). [2985]

MCKENZIE OFFICE: 10A, DES VEXES ROAD CH
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 31st, 1906.

For the first time for several years we are enabled to take leave of a passing year and to welcome a new one without any real necessity to mention the word "war". It has been, in comparison with so many of its predecessors, a year of peace, and this happy characteristic was happily marked during its course by the visit and entertainment of the squadrons of two Powers with whom Great Britain is on particularly cordial terms, France and Japan. As if to emphasise the point still more, 1906 closes with our harbour and city crowded with the ships and sailors of various Powers, all friendly with each other and with us. This is gratifying enough, but the retrospect of the year's events is bound to chasten rejoicing, for though mankind has behaved on the whole fairly well, Nature has been in one of her most cantankerous moods. If the year has to have a denouement of any sort, it will probably be known as "the typhoon year", not because of any abnormal frequency of these distressing storms, but because of the extraordinary mischief which the typhoon of September 18th was allowed to wreak. Earlier in the year Hongkong and Mueno were agitated by earthquakes and by talk of earthquakes, and these local tremors were but unappreciated forerunners of the sensational cataclysms at San Francisco, Valparaiso, and Northern India. So though the murderous guns of war have been silent, death has shown his grinning face with almost equally blenching

effects. To add to the tale of sorrows, we have but to remember that the year was a bad one for plague and other communicable diseases. Mankind's behaviour, already indulgently spoken of on account of the absence of belligerency, is after all entitled only to a qualified approval. The Chinese pirates of the West River, and desperadoes at various places in South China have startled us with their daring crimes, incidents having to be recorded even in the harbour and in the city itself. Some sensational commitments for alleged perjury, and the labours of a commission investigating official honesty, also help to warn us against any too Pharisaic self-gratulation; although in the movement for the abolition of judicial torture in the neighbouring empire, and the achievement of the Anti-foot-binding Society, we have seen distinctly humane promises. That some strife is to be expected in commercial circles has been exemplified in the litigation over the Peak tram business, but against that we may set the unveiling of the ideal of business probity in the new statue of Sir Thomas Jackson. Economically the year has witnessed a promising development of railway enterprise, of industries locally and in the New Territory, but unfortunately it has been one of continued depression for traders. Not all the faith of Christian Science, socially prominent during the year, has served to cure the ill of reduced earnings and diminished turnover. The holding of the first Flower Show, of the first Arts and Crafts Exhibition, the opening of the new Harbour Office and of a new rifle range at the Peak may be taken as indicating the unquenchable spirit that animates the Colony even in adversity. Royalty came and went in the person of Prince Arthur of Connaught; in the new year it comes and goes again in the person of his father the Duke. The analogy is unflattering but if we consider that troubles will surely arrive and depart in like manner, we will be the better able to bid a resigned adieu to 1906, and a cheerful welcome to 1907. On the whole, though, we may hope that the coming twelve months will be less sensational than the just past dozen have been.

Messrs. D. J. O'Halloran, A. Gregory, and J. L. McPherson have joined the H.K.V.C.

Volunteers interested in a proposed dance meet at Headquarters on Thursday evening.

Major Chapman of the Hongkong Volunteer Corps has been appointed provisionally to act as commandant vice Major C. G. Pritchard, R.G.A., on leave.

H.E. the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to Ordinance No. 18 of 1906—An Ordinance further to amend the Merchant Shipping Ordinance 1899, and for other purposes.

Sir Frederick Darley, Chief Justice of New South Wales, has appointed Mr. W. H. Donald, of Hongkong, a commissioner of the Supreme Court to take Oaths and Affidavits and Acknowledgments of Married Women for New South Wales.

We have received a well got up blotter from L'Urban Assurance contre L'Incendie of Paris, an artistic wall calendar from the Sulamander Fire Insurance Company of Amsterdam, and a useful map and calendar from the Manufacturers Life Insurance Company of Toronto, Canada. Another calendar has just come to hand from the Commercial Union through Mr. Treachard Davis.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 8 of 1906, entitled—An Ordinance to provide for the establishment of Asylums for the detention, custody and care of persons of unsound mind, and this happy Ordinance No. 14 of 1906, entitled—An Ordinance to amend the Law of Evidence in criminal cases.

The members of the local branch of the Sanitary Institute yesterday paid a visit to the new Military Hospital in Bowen Road. The party was conducted over the building by Lieut. Ryley, R.A.M.C. The hospital is well equipped and has accommodation for at least 250 patients. Although not quite finished it has been occupied by a number of patients but happily it is again empty.

The Christmas and New Year Social was held at the Y.M.C.A. (Chinese Dept.) on Saturday evening. The rooms were nicely decorated with flowers by Mr. and Mrs. Leiser, who take a great interest in the Association work. There was a very large attendance, which included many tropicisms, and about 40 or 50 Chinese ladies, the largest number of the fair sex the Association has ever seen yet. The programme was an elaborate one, and almost every item was loudly endorsed. Songs were sung by the Association choir, a duet was rendered by Messrs. Paine and Reed, and several recitations were given by Chinese children. Mr. Gorzales played several excellent violin solos, and had to reappear several times before the audience was satisfied. A dialogue entitled "The Star of Bethlehem" was very well rendered by Chinese children, who were dressed as shepherds, Magi, Angels, etc.

Dr. Ho N. Hop, distinguished as Santa Claus, was most amusing, and created much laughter. Tea was served after the singing of "God save the King" and every one agreed that a most enjoyable evening was spent.

The Ramdalls are giving a series of entertainments at the Belle Vue Hotel, where they have been faced with good audiences on Saturday and Sunday evenings. The entertainment will be repeated to-night.

The Castle notices that Mr. J. R. Lee, Inspector (Third Class) in the Sanitary Department, has been suspended from the exercise of his office for corrupt practices, with effect from the 24th instant, pending the decision of the Secretary of State for the Colonies regarding his dismissal from the Government Service.

The entertainment to be given by the minstrel troupe of the U. S. S. "Pennsylvania" to-morrow night in the City Hall promises to be of more than ordinary merit. From the copy of the programme which we have seen we learn that the first part of the programme will be devoted to negro minstrelsy, including negro songs, and negro wit and humour. The second part is taken up with a vaudiville show introducing several novelties, among which are the character pieces "Woodland Whispers," the monologues "How to live happy though married" and the illustrated naval song "Keep on the target." A one act farce comedy entitled "A manager's trials" will occupy the third part of the programme. The entertainment is under the patronage of H. E. the Officer Administering the Government and Admiral Brownson of the American Fleet.

In another leading article devoted to Russo-Japanese relations the *Noroo Fremya* remarks that Article VII. of the Portsmouth Treaty, providing that Russia must not use the remaining portion of her railway in Manchuria for strategic purposes, admits of the widest interpretation, in which the Japanese will not fail to include all military transports. The *Noroo Fremya*, therefore, welcomes the intention of the Government to proceed to link up Stratenek and Khabarovsk, sarcastically adding that the insurmountable difficulties which previously existed in regard to laying the Trans-Siberian line along the Amur have now disappeared as if by enchantment. The *Noroo Fremya* tries to find comfort in the thought that the new strategic line will throw open an enormous area for colonization and mining. It urges the creation of a new base, including Vladivostok, Nikolaievsk, on the Amur, and Petropavlovsk.

CANTON.

FROM OUR CORRESPONDENT.

December 28th.

Viceroy Chou Fu has sent a despatch to the Sui-Han-Kuk ordering the latter to instruct the Public Works department to survey and make a plan of the proposed reclamation of the Hsuan Foreshore and to submit an estimate of the cost of the same as soon as possible. The plan is to show what portion of the foreshore is Government property so as to prevent any further encroachment. In the despatch His Excellency also stated that he had received information that foreigners had clandestinely purchased many lots of land at K'ai Ap Kow and Fong Chuen, in which the owners had no right to sell to foreigners. Foreigners after purchasing these lands had reclaimed the foreshores as their property. His Excellency instructed the Sui-Han-Kuk to make minute investigations and survey those properties and give a full report to him.

RECLAMATIONS.—The Szechwan-Hankow Railway Company has established a branch office here for the purpose of selling lottery tickets to raise funds for the construction of this railway.

NEW STYLE CHAMBERS.—Viceroy Chou Fu has altered the name of the Kwangtung Chamber of Commerce here into Chamber of Agriculture, Labour and Commerce. The offices have been removed from Ching Hoi Moon to Yuet San Street. The Viceroy and his staff of high officials were present at the inauguration of the new office yesterday.

NANNING OPEN.—Telegrams were received here yesterday that Nanning will be opened as a Treaty Port on the first day of January, 1907.

CANTON-HANKOW RAILWAY.—Viceroy Chou Fu has issued a decree appointing Kang Yu (Chang Yu) as the Chinese Engineer and Surveyor of the Canton-Hankow Railway (Hongkong branch), Yeung Sai Nam (Hongkong branch), Sing Kwei Ying and Chiu Yeuk Chi, both Canton merchants, to inspect and audit the railway accounts with power to call in all the monies subscribed by the shareholders and invest same in any foreign banks. The decree also appoints Chung Chong Kok and 17 other shareholders to assist and superintend the work of the above mentioned four persons.

H.E. Wu Ting Fang seeing the confused state of affairs of the Canton-Hankow Railway Company has drawn up rules and regulations selected from various western railway companies. He delivered a copy of those regulations to notai Shum Tang whom Viceroy Chou has temporarily appointed deputy of the railway affairs. It is said that Notai Shum has submitted it to the shareholders of the railway company for their consideration.

A German Engineer who is in the employ of the Chinese Government as consulting engineer and surveyor of the northern fleet and the Hong Nam Dock Yard recently visited Canton on a pleasure tour. Viceroy Chou Fu on hearing of his arrival here has requested him to survey the engines of the southern fleet and all the Government launch boats at 50 in all. The foreign engineer has now completed the survey and sent a long report to His Excellency giving full particulars of all the vessels that need repairing. The Viceroy has appointed a deputy to superintend the repair of the vessels at Whampoa Government docks.

VICEROY'S TOUR OF INSPECTION.—Viceroy Chou Fu went personally and inspected the following places to-day, viz.—Praya Reclamation, Public Gardens, Government Cement Works, Chief Police Station of Hsuan and the Paper Factory, formerly Chow Tung Sang's property, which was confiscated by Viceroy Shum.

CHINESE SHOOTING.—At a shooting examination of the military officers which took place at the North Gate parade ground under the supervision of Admiral Li Tsun and Notai Che Fan only one officer named Long Sui hit the bull's eye five times the maximum; two officers secured 4 bulls; and the rest (about 30 officers) secured one each only.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SNOWSTORMS IN EUROPE.

LONDON, December 28th.
Snowstorms continue in Great Britain, France and Belgium, impeding traffic and causing many deaths.

THE SITUATION IN MOROCCO.

LONDON, December 28th.
Rissuli has been deposed and the situation in Morocco has improved.

A GERMAN ROYAL BETHROTHAL.

LONDON, December 28th.
The betrothal is announced of the fourth son of His Imperial Majesty the Emperor of Germany (Prince August Wilhelm) to a Princess Alexandra Victoria of Schleswig Holstein.

A JEWISH COLONY IN TEXAS.

LONDON, December 28th.
Mr. Schiff has contributed half a million dollars in aid of a scheme to assist the immigration of Jews into Texas.

THE "AWA MARU" ASHORE.

LONDON, December 28th.
The Nippon Yusen Kaisha liner *Awa Maru* has gone ashore at Redcar (7½ miles, E.N.E. of Middlesburg, Yorkshire). The crew has been rescued.

[Above, received Saturday a.m., appeared in Extra that day.]

[REUTERS' SERVICE.]

FRANCE.

LONDON, December 28th.
The French Cabinet is considering a bill for suppressing military Court Martials in time of peace. Soldiers will be tried by the Civil Courts, though the sentences will be heavier than those of civilians. Regimental councils will deal with offences against discipline.

THE VOLUNTEERS.

The following comments by the General Officer Commanding on the Commandant's Report on the Annual Volunteer Camp of 1906, are published for the information of the members of the Corps:—
"I concur in the above report. I think a great deal of keenness was shown by all concerned, and I am quite satisfied with what I saw myself. I particularly like the new departure with the 'Cadets', and hope there will be more next time. In time we might hope for substantial assistance with our telephone communications from this source.
"Your Excellency is already aware of the good work Major Pritchard has done during his five years as Commandant in a difficult position, so I need not recapitulate."

THE AMERICA CUP.

Sir Thomas Lipton arrived at Liverpool from America last month by the *Coramania*. He said he did not intend to make another voyage to the United States until the race for the America Cup, and he hoped to send a challenge next year for a race in 1908. All the races up to now had been held under the old measurement rule of 55 years ago, which it was impossible to think of continuing. It only represented a freak or machine of a boat which was dangerous to everybody who crossed the Atlantic in it, and, besides, there was no advantage to be gained by yachtsmen as there was nothing to learn from such a craft. It was a class of boat not allowed to be raced by any other yacht club in the world. The international rule which applied to Great Britain, Russia, France, Spain, and Germany, and the universal rule, which applied to the United States, differed from each other, but they represented a seaworthy type of boat. It was a "healthy" type of boat which competed in the first race, and nobody ever thought it would have developed into such freaks as were now required. It was under the universal rule made two-and-a-half years ago that he was perfectly willing to challenge, and all Americans he had come in contact with wished the next race to be held under that rule. It rested with the New York Club to say whether that should be so, and he had great faith in their judgment to do the right thing by him, as they had always done, for he felt they were anxious for the race. He would not say anything as to who was likely to design or build his yacht in the event of his challenging.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *America Maru* sailed from Manila for Hongkong on Sunday, the 30th inst. at 10 a.m., and will therefore be due to arrive at this port early Tuesday morning, the 1st January, 1907.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai on Saturday, and may be expected here on Monday, the 31st inst. The I.G.M. str. *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 4th Dec, left Singapore on Saturday, at 9 a.m., and may be expected here on or about Wednesday, the 2nd Jan., at 10 p.m.

The G.P.R. str. *Tarlar* arrived at Nagasaki at 8 a.m. on Saturday, the 29th inst., and left again at 3 p.m., same day, for Shanghai, where it is due to arrive at 5 a.m. on Monday.

The N.G.I. str. *Ichika* left Singapore for this port on the 29th Dec., and may be expected here on or about the 5th Jan.

HISTORICAL SUMMARY OF MONEY.

[MR. CONSUL NICKERSON'S NOTES CONTINUED.]

Let us summarise what we have said by reminding the reader that at a very remote period silver was more valuable than gold; that subsequently, owing to the proficiency of the Grecian and Spanish mines, gold became more valuable than silver, first in the Western world, and afterwards in the Eastern; and that the western and eastern ratios remain distinct up to a recent date, silver having always been more valuable in the Orient than in the Occident. Also that the ratio has been the result of two influences, the first being the quantity of money in existence (regardless of the material of which it was made, provided that some portions of it were of silver and gold), and the second being the prevailing legal regulations respecting money, the relative costs of producing the two precious metals having little or no bearing on their value. The effect of one ratio upon the other was a third influence until the two ratios coalesced.

Now although for the sake of perspicuity and for convenience we have classified the relations of value of the two metals into two great divisions of families—the Eastern or Indo-Arabian and the Western or Romano-Germanic—nevertheless, as a matter of fact there has been no such thing as a distinctive eastern or western ratio, for to speak accurately the ratio in every locality has been more or less different, each country having been a law unto itself. Yet no country escaped the influence of neighbouring countries, and so great is the intimacy of commercial and political intercourse between the various nations of the present day, that the ratio at London, which is the most important market in the world for the precious metals, in effect controls the average ratio of the Western world at least, while very greatly influencing that of the Eastern world.

As we have before said, at the discovery of America the average ratio through Europe was about 1 to 11 and starting at this point we shall next attempt to make more plain why silver has since almost continually fallen in value relatively to gold, for now the (commercial) ratio may be said to stand at 1 gold to about 30 silver, speaking in general phrase of recent years. The reader will kindly bear in mind that we are now speaking of the metals as bullion, since of recent years the bullion ratio has departed from the coinage ratio fixed by law which latter is still 1 to 16 in the United States, and elsewhere in America.

One reason of continually acting effect has been that the mint charges, fixed by law in all countries, have been invariably in favour of gold, and there can be no doubt that this discrimination against silver, continued for centuries at the mints of every country in Europe, and acting upon enormous sums of coin, has been largely productive of the results observed.

The international exchanges of Europe and America have been effected with gold; not because the transportation of gold cost less than that of silver—it does not, since freight charges are based on value, and not on bulk or weight—but because the seigniorage, or charge for coining bullion, exacted upon gold coins having been less than that on silver coins, the loss sustained by the shipper upon the yellow metal was less than his loss would have been to melt the white coins. It must be recalled that in all foreign countries, coins are valued as bullion and by weight, and not as in their native land where they pass by tale as coins; and hence the necessity any person remitting abroad is under of melting down the coins into bullion, or rather of making his calculations as if he had already melted them before shipping, for they will be melted at their destination.

The next reason why silver fell relatively to gold, during the period under review, is of a somewhat less technical nature, and will perhaps be more readily understood by the general reader. It lies in the influence exerted through new and very powerful agencies—the substitution of paper money for coins, and the alteration of the metal standard from gold and silver both to gold alone in Western Europe, the United States, Japan, Mexico, etc., and the consequent valuing of the demonetized silver by gold alone. That the effect of this latter was to enhance gold and cheapen silver relatively is not to be seriously disputed by men of intelligence, and has been explicitly admitted by many writers and thinkers of eminence. And indeed how could it be otherwise? For since it is their use as money, and not in the arts, which gives their chief value to these metals, it is easy to see that the serious curtailment of the demand for either of them for the former purpose, and the turning of that demand upon the other to the extent of the curtailment, (in addition to its own demand previously existing for that latter), must of necessity tend to raise the latter and lower the former relatively to one another, and perhaps even relatively to the general level of commodities—though as to this last other considerations would enter the calculation. Surely the precious metals, even when made into money, are obedient to the law of supply and demand like all other things.

A third reason for the fall of silver, during the period in the past which we have been discussing, is to be found in the fact that during the brief space of time that has elapsed since silver has been demonetized, and has come to be treated as a mere commodity to be valued by gold, i.e. from 1873 to 1900, the supply of silver annually has been increasing, while that of gold has, taking the whole twenty-seven years together, not increased until nearly 1900 when it began to do so. In this increase of one coincidentally with a slight decrease, until nearly

1900, of the other in annual supply, lies food for thought.

If at this point of our inquiry we are asked, why the European ratio took nineteen centuries to narrow from 14 or 15 to 11, while it took but three or four centuries to widen from 11 to 16, our answer is that after the Roman empire had passed its meridian in the third century, down to the discovery of America at the close of the fifteenth, comparatively little gold and silver was mined in Europe; and that whatever may have been the minor regulations or the conflict of laws that occasioned the narrowing of the ratio from 500 B.C. to 1492 A.D., their practical operation was limited to only a small amount of coin. Moreover, the influence of the eastern ratio must not be forgotten, nor the fact that, except between the coasts of the Mediterranean Sea there was then little or no commerce between nations. The Arabian empire, let us recall, about the tenth century of our era, stretched from Asia across northern Africa and up to the southern boundary of France; it had reopened in the eighth century that trade with the Orient—that commerce never failing to enrich all engaging in it, which had been lost, or almost lost, at the fall of the Roman empire—and since the trade with the East, so far as it affected Europe was done by the Arabians with merchants from the Italian and Spanish cities, it is plain that since the Arabians had adopted the eastern ratio, they were the means of most effectually bringing it in contact with the western ratio, until the Moors were driven out of Spain.

And concerning the widening of the ratio, or the fall of silver, from Columbus' time for three centuries onward until two or three years ago, let it not be forgotten that even so late as 1873, or nearly to the close of the fourth century subsequent to the discovery of America, the European ratio stood on an average at less than 1/16, being sustained in the last part of the time by the mint laws, vast coinages of France, and also by the regulations of the Latin nations acting in harmony with her. And though long before 1873 many of the other legal supports upholding the existing ratio had one by one been knocked away, so that when the suspension of specie payments in Russia, Austria, Italy, Spain, and the United States came, and the practical cessation of the coining of silver at their mints was in turn followed by the establishment of gold as the only primary money—the standard—in so many other countries, we certainly cannot marvel that then the ratio widened greatly in a score of years. The only wonder is that it did not widen more than it did—that the coinage ratio and the bullion or commercial ratio of the metals did not go farther apart than they did.

Here we will pause; for we have intended to lay before our readers certain facts of history, in order to prepare their minds for some suggestions as to what the future may hold. We have thus far carefully abstained from any inquiry as to whether gold rose, or silver fell, relatively to the general level of commodities. Nor have we thus far put forward any of the very strong arguments for the opinion that since the demonetization of silver in 1873, that metal did not fall at all, but that its rival, gold, has enhanced in value (until about 1900)—in short that the divergence between the two metals was due entirely to the rise of gold.

Our next article will deal with the facts of the present, and the considerations that should occupy men's minds for the future—subjects of far more general and contemporaneous interest.

LOCAL SPORT.

CRICKET.

HO HONG "A" V. CIVIL SERVICE G.O.
A friendly match took place between the above teams on Saturday on the Hongkong ground and resulted in a win for the visitors by 5 wickets and 65 runs. For the winning Ho HONG side of 101 was particularly good, few chances being given and the hitting of the century being knocked up in an hour. Bidon's score was also a good one, 35 being hit up quickly. For the home team Fowler's 27 and Chalmer's 22 were the best. Scores are as follows:—

CIVIL SERVICE.		
E. H. Reed, c and b Fowler	101	
P. T. Lamb, b Fowler	16	
Bullock, not out	3	
F. A. Hiden, b Fowler	35	
Dr. Atkinson, c Fowler, b Gray	3	
L. Batten, b Gray	10	
Extras	10	
Total	172	

H. T. Jackson, L. E. Brett, P. R. Adams, A. Tucker and E. Dawson did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Robinson	4	—	20	—
Fowler	14	1	69	3
Morrell	3	—	22	—
Chalmers	2	—	18	—
T. C. Gray	6	—	33	2

HONGKONG "A."		
Morrell, b Jackson	18	
Gray, c Reed, b Brett	4	
Gray, b Brett	1	
Fowler, c Lamb, b Brett	27	
Jacks, c Atkinson, b Brett	10	
Moore, run out	0	
Colden, run out	4	
Robinson, run out	12	
Chalmers, c Dawson, b Bullock	22	
Chapman, b Bullock	5	
Wells, not out	4	
Extras	5	
Total	107	

Total.....				107
BOWLING ANALYSIS.				
	O.	M.	R.	W.
Jackman.....	6	1	25	1
Brett.....	8	1	26	4
Reed.....	4	—	27	—
Bullock.....	4-1-67	11	2	—
Atkinson.....	3	—	13	—

CHALLENGE GOWER V. KOWLOON.

This league match was played on Saturday last and ended in a draw. Scores:—

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR..... Capt. H.W. Kourik, R.N.R.	About 3rd January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	ARCADIA..... Capt. A.L. Valentini	About 11th January	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALL	SIMLA..... Capt. C.D. Goldsmith	Noon, 12th January	See Special Advertisement.

For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th December, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU".....	On 1st Jan., 4 P.M.
MANILA	"TAMING".....	On 2nd Jan., 4 P.M.
TAKOW	"NANCHANG".....	On 2nd Jan., 4 P.M.
SWATOW, AMOY, FOCHOW and SHANGHAI	"KANSU".....	On 2nd Jan., 4 P.M.
SHANGHAI	"YCHOOW".....	On 4th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKIANG".....	On 12th Jan., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th December, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMUI VIA SWATOW AND AMOY	"MASAN MARU"..... Capt. I. Sakurai	SUNDAY, 6th Jan., at DAYLIGHT.
* ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"..... Capt. G. Ito	TUESDAY, 1st Jan., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th December, 1906.

T. ABIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C.D. BENNETT, R.N.R.
WILL BE DESPATCHED AT NOON,
ON
SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON
THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 2nd day of JANUARY, 1907, at NOON, the Steamship
"PRINZ EITEL FRIEDRICH" Captain Malchow, with MALES, PASSENGERS,
SPOILS and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 31st Dec. Cargo and
Spoils will be received on Board until 5 P.M. Tuesday, the 1st Jan., and Parcel
will be received at the Agency's Office until NOON, on TUESDAY, the 1st Jan., and Parcel
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$21 0 0	\$12 0 0	\$22 0 0
return	91 9 0	63 9 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0
TO NEW YORK VIA SUEZ	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0
VIA NAPLES, GENOA OR GIBRALTAR	88 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers
expense.

TOUR VIA INDIA.
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
SANDAKAN	FRIDAY, 4th Jan.
MANILA	FRIDAY, 1st Feb.
PRINZ WALDEMAR	THURSDAY, 28th Feb.

ON FRIDAY, the 4th JANUARY, at NOON, the Steamship "SANDAKAN,"
Captain Wendig, with Males, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
return	\$90—	\$50—	\$30—
TO NEW GUINEA	\$23—	\$15.10—	\$10—
return	\$46—	\$30.10—	\$20—
TO SYDNEY	\$33—	\$23—	\$14—
return	\$66—	\$46—	\$28—
TO MELBOURNE	\$34.10—	\$24.10—	\$15—
return	\$68.10—	\$48.10—	\$30—
TO YOKOHAMA	\$80.00—	\$60.00—	\$40.00—
return	\$160.00—	\$120.00—	\$80.00—
TO KOBE	\$95.00—	\$70.00—	\$50.00—
return	\$190.00—	\$140.00—	\$100.00—
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00—	\$100.00—	\$70.00—

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
From Australia to New York via Vancouver by the J.P.R. Co.'s steamers, or via San
Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ HEINRICH"	Wednesday, 2nd Jan.
KOBE & YOKOHAMA	
SHANGHAI, NAGASAKI, "GNEISENAU"	Wednesday, 16th Jan.
KOBE & YOKOHAMA	

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton	1st Class
return	\$82. 0. 0.
To Bremen	63. 10. 0.
return	65. 0. 0.
To Paris via Cherbourg	65. 0. 0.
return	65. 0. 0.
To Naples, Genoa via Gibraltair	65. 0. 0.

Passage money payable in local currency at current eight Bank rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY.

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel,
11 DAYS YOKOHAMA TO VANCOUVER,
15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,425	WEDNESDAY, 9th Jan.	2nd Feb.
"EMPRESS OF CHINA".....	6,000	THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE".....	6,163	WEDNESDAY, 23rd Jan.	16th Feb.
"EMPRESS OF INDIA".....	6,000	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN".....	3,882	WEDNESDAY, 20th Feb.	16th Mar.
"EMPRESS OF JAPAN".....	6,000	THURSDAY, 14th Mar.	1st April

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPRESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.
Intermediate on Steamers... 240, " 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Ministers, Members of the Naval
Military, Diplomatic and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pender Street and Praya opposite Blakes Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPOSED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	Second half of December	JAVA PORTS	Second half of December
TJULATJAP	JAVA	First half of January	JAPAN	First half of January
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJIBODAS	JAVA	Second half of January	JAPAN	Second half of January
TJILWONG	JAPAN	First half of February	JAVA PORTS	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 17th December, 1906.

Telephone No. 375.

[16]

SHIPPING IN PORT.

STEAMERS.	NINGPO.
AMOI, British str., 663, H. Plambeck, 14th December—Amoy 13th Dec., General— Sander, Wisler & Co.	Dec.—Tuku Bar and Chetoo 14th Dec., General—Butterfield & Swire.
ANDRE RICKMERS, German str., 1,020, W. Tubert, 9th Dec.—Bangkok 29th Nov., Rice and General—Butterfield & Swire.	General—Butterfield & Swire.
BORNEO, German str., 1,344, E. Sombill, 24th December—Sandakan 19th Dec., Timber —Molchers & Co.	General—Butterfield & Swire.
CHINGTO, British str., 1,098, Brown, 27th Dec. —Sydney and Australian Ports 23rd Nov., General—Butterfield & Swire.	General—Butterfield & Swire.
CHIPPING, British str., 1,160, G. S. Weigall, 15th Dec.—Pleasant 9th Dec., General— Jardine, Matheson & Co.	General—Butterfield & Swire.
CHOYANG, British str., 1,424, A. E. Sand, 14th Dec.—Shanghai 21st Dec., and Swatow 25th Dec., General—Jardine, Matheson & Co.	General—Butterfield & Swire.
CHUNANG, British str., 1,417, Cox, 21st December—Sourabaya 10th Dec., Sugar— Jardine, Matheson & Co.	General—Butterfield & Swire.
ELIZABETH RICKMERS, German str., 997, W. Hofbauer, 20th Dec.—Bangkok 13th Dec., Rice—Butterfield & Swire.	General—Butterfield & Swire.
EMPRESS OF CHINA, British str., 3,045, E. Archibald, 18th Dec.—Shanghai 21st Dec., 27th Nov., Males and General—C.P.R. Co.	General—Butterfield & Swire.
FOLSO, Norwegian str., 1,040, C. Berzen, 26th December—Port Louis 29th November, Sugar—Order.	General—Butterfield & Swire.
GERMANIA, German str., 1,000, H. Flagel, 17th December—Sydney 1st November, Copra —Siemens & Co.	General—Butterfield & Swire.
HONGKONG, French steam, 730, E. Conill, 23rd Dec.—Haiphong and Hothow 27th Dec., General—A. R. Marty.	General—Butterfield & Swire.
HOPKINS, British str., 1,350, J. M. Hay, 24th Dec.—Hampden 22nd Dec., Coal— Jardine, Matheson & Co.	General—Butterfield & Swire.
HSIN KONG, Chinese str., 1,234, John, 25th December—Shanghai 22nd Dec., General— Chong.	General—Butterfield & Swire.
HUGHOW, British str., 1,217, A. Forreth, 11th December—Tientsin 4th Dec., General— Butterfield & Swire.	General—Butterfield & Swire.
JOHANN, German str., 952, Ipland, 27th Dec. —Haiphong 25th Dec., Rice—Jebson & Co.	General—Butterfield & Swire.
KABAPATO MARU, Jap. str., 2,895, K. Yoshimatsu, 25th Dec.—Moji 21st Dec., General— Fukusui Co.	General—Butterfield & Swire.
KANSU, British str., 1,140, J. Speed, 16th Dec.—Chetoo 9th Dec., General— Butterfield & Swire.	General—Butterfield & Swire.
KOWLOON, German str., 2,326, H. Stehr, 27th Dec.—Chinkiang 24th Dec., General and Oil—Siemens & Co.	General—Butterfield & Swire.
KURCHOW, British str., 1,215, G. Hooker, 10th December—Tientsin 1st Dec. and Chetoo 5th Dec.—General—Butterfield & Swire.	General—Butterfield & Swire.
KOMARU, British str., 3,073, E. J. Buller, 16th Dec.—Singapore 8th Dec., General— Jardine, Matheson & Co.	General—Butterfield & Swire.
KWELIN, British str., 1,072, Harde, 18th Dec. —Swatow 17th December, General— Butterfield & Swire.	General—Butterfield & Swire.
LIGHTNING, British str., 2,122, J. G. Speece, 20th Dec.—Calcutta and Straits 9th Dec., General—David Sassoon & Co.	General—Butterfield & Swire.
LISA, Swedish str., 968, H. Hornadahl, 16th December—Probolinggo 3rd Dec., Sugar— Sander, Wisler & Co.	General—Butterfield & Swire.
LOOSOK, German str., 1,920, G. Schultzen, 20th Dec.—Bangkok 10th Dec. and Swatow 19th, General—Butterfield & Swire.	General—Butterfield & Swire.
LOYAL, German str., 1,237, Fr. Natkins, 21st November—Bangkok 9th Nov., Rice and General—Sander Wisler & Co.	General—Butterfield & Swire.
MADDELING RICKMERS, German str., 1,030, Simonsen, 27th Dec.—Bangkok 15th Dec., General—Butterfield & Swire.	General—Butterfield & Swire.
MELCHERS, British str., 2,300, J. S. McGregor, 1st Nov.—Weihaiwei via Swatow 25th Oct., Coal and Naval Stores—Admiralty.	General—Butterfield & Swire.
MONTEAGLE, British str., 3,933, S. Robinson, 14th Sept.—Vancouver 20th Aug., Flour, Lead and General—C. P. R. Co.	General—Butterfield & Swire.

SAILING VESSELS.
Arrow, British 4-masted barque, 2,970, D. Mc
Dannell, 14th Nov.—New York 29th Jan.,
Cue O.—Standard Oil Co.
E. R. SUTTON, American ship, 1,639, Butman,
22nd Dec.—Haiphong 1st Dec., Ballast—
Arnold, Karberg & Co.
ESKASON, British ship, 1,670, W. McBurnie,
12th Oct.—Manila 13th Sept., Ballast—
Dodwell & Co.
PACIFIC COAST, barkentine, 472, A. B. Ander-
son, 13th Oct.—Manila 20th September,
Old Iron—Order.

POST OFFICE NOTICES.

The *Andromeda* Mail, with the American mail leaves Manila on Sunday, the 30th inst., at 10 a.m. and may be expected here to-morrow.

The *Prinz Heinrich*, with the German mail of the 4th December left Singapore on Saturday, the 29th inst., at 9 a.m., and may be expected here on or about Wednesday, the 2nd prox., at 10 p.m.

FOR	PER	DATE
Swatow, Amoy and Ningpo	Hongkong	Monday, 31st, 9.00 A.M.
Halphong	Chongking	Monday, 31st, 9.00 A.M.
Shanghai	Hongkong	Monday, 31st, 9.00 A.M.
Macao	Tyldap	Monday, 31st, 9.00 A.M.

Yokohama and Kobe

Chingta

Monday, 31st, 9.00 A.M.

Wednesday, 2nd, 9.00 A.M.

Europe, &c., India via Taticorin

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang and Calcutta

Kwang

Wednesday, 2nd, 9.00 P.M.

Nanchang

Wednesday, 2nd, 9.00 P.M.

Manila, Amoy, Fuzhou and Shanghai

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Wednesday, 2nd, 9.00 P.M.

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JOINT STOCK SHARES.

Hongkong, December 28th.

COMPANY. PAID UP. QUOTATION.

Alhambra \$200 \$120.

Banks \$125 \$82.5, sellers.

Hongkong & Shanghai \$125 \$125, London, 204.

National B. of China \$60 \$47, buyers.

Ball's Submarine E. A. 125 \$6.7, sellers.

China-Bureau Co. \$12 \$10, sellers.

China Light & P. Co. \$10 \$10.

China Provident \$10 \$0.25, sales.

Cotton Mills \$10 \$10.

Evo. \$10 \$10.

Hongkong \$10 \$10.

International \$10 \$10.

Laun Kung Mow \$10 \$10.

Soychew \$10 \$10.

Dairy Farm \$10 \$10.

Docks and Wharves \$10 \$10.

H. & K. Wharf \$10 \$10.

New Amoy Dock \$10 \$10.

Shanghai Dock \$10 \$10.

Eng. Co. Ltd. \$10 \$10.

S'wai & H. W. \$10 \$10.

Farwick & Co. \$10 \$10.

Green Island Cement \$10 \$10.

Hongkong & C. \$10 \$10.

Hongkong Electric \$10 \$10.

H. H. L. Trust \$10 \$10.

Hongkong Hotel Co. \$10 \$10.

Hongkong Ice Co. \$10 \$10.

Hongkong Kops Co. \$10 \$10.

H'kong S. Waterboat \$10 \$10.

Insurance \$10 \$10.

Canton \$10 \$10.

China Fire \$10 \$10.

China Trade \$10 \$10.

Hongkong Fire \$10 \$10.

North China \$10 \$10.

Union \$10 \$10.

Yangtze \$10 \$10.

Land and Building \$10 \$10.

Hongkong Land \$10 \$10.

Hampshire's Estate \$10 \$10.

Kowloon Land & B. \$10 \$10.

Shanghai Land \$10 \$10.

West Point Building \$10 \$10.

Mining \$10 \$10.

Charbonnages \$10 \$10.

Philippine Co. \$10 \$10.

Refineries \$10 \$10.

China Sugar \$10 \$10.

Luzon Sugar \$10 \$10.

Steamship Companies \$10 \$10.

China and Manila \$10 \$10.

Douglas Steamship \$10 \$10.

H. Canton & S. \$10 \$10.

Indo-China S. N. Co. \$10 \$10.

Shell Transport Co. \$10 \$10.

Star Ferry \$10 \$10.

Do. New \$10 \$10.

South China M. P. \$10 \$10.

Steam Laundry Co. \$10 \$10.

Stores & Dispensaries \$10 \$10.

Campbell, M. & Co. \$10 \$10.

Forrest & Co. \$10 \$10.

Watson & Co. \$10 \$10.

United Ancestors \$10 \$10.

Do. Founders \$10 \$10.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From Dec. 21st, 1906 to Jan. 6th, 1907.

To correct Zone Time add 23 min. and 18 sec.

High Water.

Low Water.

Day of Week.

Day of Month.

Hour.

Minute.

Second.

Third.

Fourth.

Fifth.

Sixth.

Seventh.

Eighth.

Ninth.

Tenth.

Eleventh.

Twelfth.

Thirteenth.

Fourteenth.

Fifteenth.

Sixteenth.

Seventeenth.

Eighteenth.

Nineteenth.

Twentieth.

Twenty-first.

Twenty-second.

Twenty-third.

Twenty-fourth.

Twenty-fifth.

AVERAGE MARKET PRICES.

December 27th, 1906.

The Prices are given in Dollar Cents.

Bureau Mar.

Meat Lung Fat Yuck—Beef, sirloin

Meat Lung Fat Yuck—Beef, sirloin

Meat Lung Fat Yuck—Beef, sirloin

Meat Lung Fat Yuck—Beef, sirloin

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